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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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1. The central office of the Czechoslovak Oder Navigation Company (Geskoslovenska plavba oderska) (CSPO) is organized into the general management, the book-keeping department, and the finance department. The planning office is a branch of the management office. Subordinate to the central direction are the agencies, which are established in all the larger harbor cities along the Oder. These agencies handle the disbursing of advance wages to the crews, arrange for implementing or regrouping the crews, direct the working shifts, call for damage restitution and ships' logs, etc. They are located at the following points along the Oder:
 - a. Kosle (P51/X98). A transloading station for Czechoslovak goods which are brought to Kosle by rail. Most of these deliveries consist of coal from Ostrava, which is shipped to Szczecin.
 - b. Wroclaw (P52/C41). A branch of the general management with a managing director.
 - c. Krosno (O53/W00). The interests of the CSPO are represented by a member of the Polish Navigation Company. Krosno is the Polish customs station and the military check point at the beginning of the Polish-German border on the Oder.
 - d. Kostrzyn (O53/V66). An inspector of the CSPO is located at this harbor; this is the point where the tugs relieve one another.
 - e. Gryfin (O54/Q53). The last harbor on the German-Polish border. There is a Polish customs and military control point here and the CSPO is represented by an inspector.
 - f. Szczecin (O54/Q55). Main agency, which is in charge of transloading goods to foreign cargo ships and loading barges bound for Czechoslovakia. On the basis of an agreement concerning mutual aid, the CSPO uses Polish tugs, and conversely, as the occasion arises, the Polish Oder Navigation Company uses CSPO tugs.

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2. Downstream traffic carries mainly coal, while transports to Czechoslovakia consist chiefly of Swedish iron ore, which is destined for the Vitkovice Iron Works. The transport schedules are planned on a quarterly basis. Each craft has to carry a prescribed tonnage quarterly. At the time the plans are made, the capacity of the vessels and the season of the year are taken into consideration. More shipments are planned for the spring and fall than during other seasons. The yearly report is sent to the Ministry of Transport. In 1950 the plan was fulfilled at the rate of 48 percent.
3. The CSPO uses both steam and Diesel-powered vessels. Among the steam-driven tugs are the PRESIDENT MASARYK and the PRESIDENT RENES, both of 500 hp, twin-screw craft of 150 cm. draft. The vessels were built in Holland. They are used on the Szczecin-Kostrzyn run. The 750-hp JOSEF RESSEL, an old paddle steamer, was in the dry dock in Prague-Liben for general repairs, but was expected to be back in service by August 1951. This tug is used for the Kostrzyn-Wroclaw stretch and has a draft of 1.10 m. The VITKOVICE and the BOHUMIN, both 250-hp vessels with 120 cm. draft operate on the upper part of the Wroclaw-Kosla canal, while a 250-hp "P-1" tug is used in the Szczecin harbor. The PETR BEZRUG is a 350-hp Diesel tug with 90 cm. draft and operates on the Szczecin-Wroclaw stretch according to need. The OSLAVA, the BECVA and the HANNA are 150-hp Diesel craft, the former two having 90 cm. draft.
4. In 1951 the organization took over the Prague-Szczecin run via the Elbe. From Prague the main shipments consist of sugar for Sweden, plywood and paper. From Szczecin phosphate, apatite, and fodder (Krautfutter) are shipped. The transport of freight from Szczecin to Prague poses difficulties (sic) and it frequently happens that the ships return empty.
5. From Prague and/or Usti nad Labem and Decin (M51/F56), the loaded boats travel on the current downstream to Magdeburg (M53/Y60) where the crews receive a salary advance in East Marks. For each day away from the border the rate is 10 M (East). The trip lasts four to five days. All in all, it is figured that 14-15 days are required for the Decin-Szczecin trip. In Poland CSPO crewmen receive a foreign allowance of 23 Zlotys per day. In Magdeburg the boats are taken over by a tug of the German Navigation Union (Deutsche Schifffahrtsgesellschaft (DSU)), which takes them via canal from Niegripp (M53/Y71) to Hohengaten on the Oder, where they are transferred to a tug operated by the CSPO and are brought to Szczecin.*
6. The CSPO vessels are divided into specific categories numbered as follows:
 - 0101 - 0104 four 350-ton boats with wooden roofs
 - 3301 - 3304 four boats without roofs; 33 is the principal number for boats with a loading capacity of 350 tons
 - 5301 - 5330 30 boats of 600 tons with wooden roofs
 - 7201 - 7249 49 boats of 600 tons, new all-metal craft (Holland-type), some of which were built in the shipyard in Prague-Holesovice.

The CSPO designation is a red and a blue band on the smokestack with a white star superimposed on the band and with the initials CSPO over the red band. The company has shipyards in Prague-Holesovice and in Usti. The Usti shipyard has a drydock for the construction of new ships and one for the repair of vessels. In Germany the dock in Rosslau near Dessau (M52/E17) is at the disposal of the company and in Poland the drydocks in Wroclaw and Ratovice (P52/X00) may be used.

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7. There are a total of 22 sluices from Kosle to Wroclaw, (four are not listed by name), which are fed from the reservoirs of Otmuchow (Ottmachau - P51/H64). They are located at Januskovice (P51/X98), Krempa (P51/X99), Kropkowitz (P51/J25), Rogou (P51/J26), Konty (P51/J25), Grosovice (P51/J27), Oppeln (P51/J17), Wrublin (P51/J18), Dobern (P51/J18), Chruscice (P51/J09), Zavada (P51/J09), Ujste Nisy (P51/H99), Swanovice (P51/H99), Ratovice (P52/C61) and Bartosovice (P52/C51).
8. Communist employees of the CSPO are sent to special courses which last several weeks, after which they are then assigned to replace non-Communists in various offices. Captains of vessels are indirectly forced to belong to the Party, for otherwise they cannot hold their positions. When apprentices are hired, one of the prerequisites is that they belong to the Czechoslovak Youth Organization (CSM). Informers take part in all the labor conferences and report any anti-Communist opinions or statements to the head of the company. On each voyage informers are placed among the crew to observe crew members who have been denounced by Communist functionaries as being politically unreliable. For example, all those who do not subscribe to additional work (even though such obligations for the most part cannot be met because the work is dependent on various outside influences), are classed as "politically unreliable". A worker may not leave or change his job at his own discretion. If an employee is dismissed, he is placed by the Labor Office at the disposal of the mines at Ostrava or the Vitkovice Iron Works or other heavy industries. If such a worker who has been hired by one of these industries is absent from his new job several times, or is late a few times, he is then sent to a forced labor camp. In the case of shipments damaged at sea, which damage can be traced back to the ignorance or negligence of the captain of the vessel, he is branded as a saboteur if he is not a Communist, his documents are confiscated and he is dismissed. Political control at the CSPO is handled by the Cadre Department, the head of which is Rigulz.
10. The matter of wages was handled by the Cadre Department until April 1951, and requests for supplements to wages of employees is now considered rebellious. For example, according to wage regulations to that time, a captain received 2,500 Kcs monthly and overtime plus 10 Kcs daily for time spent aboard ship. In addition, foreign allowance was 60 Kcs daily. Under the new method, the pay of a captain is 2,800 Kcs monthly and it is explained that instead of overtime, bonuses will be paid. A commission was established to distribute these bonuses. Members of the commission are Communists and cadre members who decide who is to receive a bonus and in what amount. The decisions are made entirely according to the discretion of the commission members.

* Comment: Hohengaten cannot be located on any map or gazateer available to this office. It is believed that it is located near Furstenberg, the Oder terminus of the Oder Spree Canal.

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